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We know Jack!

Chevy Performance was Spelled "Y-E-N-K-O"

Yenko Chevrolet, was first known as Yenke's Central Garage and located in Bentley, PA. It became a franchised Chevrolet dealer in 1934. In 1947, the dealership moved to nearby Canonsburg, PA. This is where the hi-performance division of Yenke was created. Yenke Sportscars, Inc. (sYc), as it was known, was the brainchild of the Yenke's only child, Donald Frank "Don" Yenke.

It has been over 20 years since the last Yenke was produced, it is impossible to be involved with Chevy musclecars and not hear the name Yenke mentioned. Yenke built cars are some of the rarest and most sought after musclecars ever built, demanding a high price if you ever see one for sale. Any musclecar collector would love to have at least one "Yenke" in their collection. Even us Blue Oval guys. At car shows across the country, enthusiasts flock to get a glimpse at one. There seems to be something magical about cars that carry the Yenke name.

Don, not one to do things in a small way, set about turning a portion of his Dad's Chevrolet dealership into a race shop, a place where not only were Don's race cars were maintained, but where other area racers could have their cars maintained as well. By 1957, Don succeeded in making his Dad's dealership into a speed shop for Chevy cars, where customers could order hi-performance parts at the counter for their 265's and 283's, or leave their car at the dealership to be worked on by Don's race mechanics.

Sometimes in the 1960's car business, actual performance wasn't enough. Perceived performance was just as--if not more--important than what actually happened out there on the street from light to light. Pop culture sang songs about fast cars. And the guy who could lay the longest patch of rubber got the girls. Most historians consider the "Musclecar Era" starting when Pontiac dropped a big block 389cid in the Tempest/LeMans mid-size platform, and gave birth to the famed GTO.

In 1967 at the height of the musclecar wars, you could buy any number of Mopars with a 426 Hemi or 440 wedge motor. Ford's were popping up all over the place with dual-quad 427's. Low Risers, High Risers, even an SOHC 427 Ford was built. It soon became obvious that more power was needed--or at least perceived to be needed--under the hood of the soon to be released Camaro. But the General (GM) had a policy. No more than 400 cubic inch engines in intermediate and compact cars. If the Camaro was to be marketed successfully against the other performance pony-cars, Mustang, Barracuda, Firebird, and the rest of the musclecar pack, Chevrolet was going to have to level the playing field.

For 1969, which would prove to be his most productive year, Don went all out. Besides his already successful Yenke Camaro, Don saw the need to offer a 427 Chevelle and a 427 Nova. As with the '67 and '68 Yenkos, the engine of choice was the L-72, 427cid, 435hp Vette engine. But even Don could not get Chevrolet to put a 427 into the lightweight Nova. This had to be done at the Yenke dealership.

The 1969 Yenke Chevelle came equipped much like the Camaro, using COPO 9562

and COPO 9737. Colors included Garnet Red, Butternut Yellow, Lemans Blue, Dover White, Daytona Yellow, Fathom Green, Hugger Orange and Olympic Gold, and you could opt for a vinyl top here too, available in several different colors. It is thought that less than 100 "Yenko Chevelle's" were produced, making it more rare than the famed '69 Yenko Camaro.

By the end of 1970, high insurance costs had reduced the market for super cars and it was evident to Don Yenko that Chevrolet was no longer going to offer any high horsepower engine options and was instead starting to produce smaller cars. With the newly released 1971 Vega (a small, 4 cylinder economy car), Don looked at the Vega and saw his next project, the "Stinger II". It was to have fiberglass front and rear spoilers, special Yenko graphics and a turbocharger. But, just as Don was ready to release the latest Yenko on the performance market, the EPA heard what he was intending to do. The EPA informed Yenko that the "Yenko Turbo Vega" would need to pass EPA certification before it could be sold to the public.

This certification process would require a test run of 50,000 miles under the scrutiny of the EPA. The Yenko staff had rented a racetrack and were prepared to complete the certification test, but at the eleventh hour, decided not to do it. Don went ahead and produced his Yenko Vega, but without a turbocharger. The turbo had to be purchased separately as an aftermarket item. It is unknown how many Yenko Vega's were ever produced, with few documented examples surviving today.

Just as Chevrolet was changing directions, so was Yenko, as in 1972 they held a ground breaking ceremony for a new modern facility in McMurray, Pennsylvania. Except for a limited number of "special purpose" race cars, Yenko was now out of the business of building and selling hi-performance cars. Instead, Yenko Sports Cars had started publishing a hi-performance parts catalog. Here, customers throughout the country could order all sorts of hi-performance parts for their Chevrolet products. Everything from Yenko stickers to an all aluminum big block 427. This block was the same famed ZL-1 power plant made famous in Can-Am racing and in the ill fated 1969 ZL-1 Camaros and Corvettes of Fred Gibb.

Yenko had received permission to produce this block when Chevy had abandoned the ZL-1 project. The only difference between the Yenko version and the ZL-1 version was the Yenko name cast in the front of the block. The majority of these aluminum blocks were used in boats and for stock car racing. It is unknown how many of these blocks were sold, but many of them are still around today.

Yenko's last creation was called the "Yenko Turbo Z". Built using the 1981 Z-28 Camaro, Yenko added a turbocharger to the cars 350cid engine. The "Turbo Z" could be ordered in two different stages. Besides the turbo, the Stage I cars received a special Yenko designed graphics package, by now a staple on all Yenko cars.

Stage II cars received the turbo, the graphics, a special nosepiece, different wheels and tires, Koni adjustable shocks and special leather racing style seats. It is believed that only 19 Turbo Z's were ever built, with only 2 in Stage II trim.



Yenko Chevrolet
575 West Pike St.
Canonsburg, PA

What can you say? Don Yenko, the son of the founder of Yenko Chevrolet, was the man behind the '69 COPOs, and was probably the best known and largest supplier of muscle cars back in the 60's and 70's. Don started using GM in 1965 to get special Corvairs, then moved on to transplanting 427s into Camaros in '67 and '68. In '69, Yenko used the COPO pipeline to get factory 427s in Camaros and Chevelles, then transplanted a few 427s into some Novas. In '70, he again used his COPO ties to get an LT-1 equipped Nova. From there, he began hot rodding Vegas and then produced a few hi-performance Camaros in '81.

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NOTE: This page is "a work in progress", and will be updated as we acquire more information, and learn more about Yenko Chevrolet and the cars that they built.

1966-1967 Yenko "Stinger" Corvair



1966

Number produced:

4-speeds: 100

Autos: 0

Total: 100

RPO #s ordered:

3900CC Ermine white exterior paint

3F41AA Heavy duty suspension

3M20BB Four speed transmission

3N44AA Special steering

The M-21 close-ratio transmission was ordered for all of the '66 Stingers.

3758DA Black interior trim

COPO #s ordered:

9513A 3:89 positraction differential

The 3.89 positraction differential was not available for any other Corvair in 1966, but it could be purchased over the counter at Chevrolet.

9861E Independent brake unit

Dual Master Cylinder Unit. It is believed that this application was taken from a 1966 Cadillac.

In '66, the Stingers were sold in various stages (I, II, III, or IV), from street cars to all out SCCA race cars, but all of the first 100 cars came painted white. Also, all of the '66 Corvairs came from GM as "Corsas". Don ordered 100 COPO Corvairs, and tagged them YS-001 through YS-100

1967

Number produced:

4-speeds: 25

Autos: 0

Total: 25

COPO #s ordered:

9513A 3:89 positraction differential

The 3.89 positraction differential was not available for any other Corvair in 1967, but it could be purchased over the counter at Chevrolet.

9551B 140 horsepower engine

The 140 HP engine option was discontinued for 1967, but it was still available as a COPO option.

In '67, Chevrolet dropped the Corsa model from the Corvair line, so Yenko was forced to order Monzas instead. These cars were ordered either Marina Blue or Bolero Red, as the SCCA had dropped the rule that all American made SCCA cars be white. The '67 COPO "Stingers" were tagged YS-107 through YS-120, while the non-COPO '67s were tagged YS-102 through YS-106 and YS-121-YS-9700

Stingers tagged after February 1967:

Number produced:

4-speeds: 60

Autos: 0

Total: 60

This is a ['66 Yenko Stinger Corvair](#) racing in the SCCA. This was Don's first real dealings with using the COPO pipeline to get the *ideal* car for that type of racing. Here is one of the first 100 [Stinger Corvairs](#) built. This car was set aside and painted "Silver Pearl" and was used as Yenko's family driver. The [Stingers](#) proved to be another one of Don's good ideas.

1967 Yenko Camaro



Number produced:

4-speeds:

Autos:

Total: 107 (est.)

In the first year of the Camaro, Yenko figured out quickly that a potent 427 was needed, as in this [Black '67 Yenko Camaro](#).

1968 Yenko Camaro



Number produced:

4-speeds: 65

Autos: 0

Total: 65 (est.)

RPO #s ordered:

L-78

396/375hp "L-78" engine

This was the highest rated 396 available in the Camaro. Some historians feel that all of the '68 Yenko COPO Camaros came with the L-78 installed at Chevrolet, while some believe there were a few L-72s installed by Chevrolet.

COPO #s ordered:

9737

Sports Car Conversion

This added heavy duty suspension components, a 140 mph speedometer, and a larger carb.

COPO engine code: MV = 4-speed

COPO rear end code: QD = special HD, 4.10 posi

Transmission code: P0xxxB = M-21

Here is the ['68 Yenko Camaro](#) give-away car. Notice the unique for '68 hood hiding the 427. Here is an even better look at the hood on a [blue '68 Yenko Camaro](#). Unsure which color to choose? Well, would you rather be subtle, like this [Island Teal](#) car, or announce your presence with this [red car](#)?!

1969 Yenko Camaro



Number Produced:

4-speeds: 170

Autos: 28

Total: 198

RPO #s ordered:

C08	Roof cover, vinyl	<i>Optional</i>
D55	Console	<i>Optional</i>
D80	Spoilers, air: front and rear	<i>All '69 Yenko Camaros were ordered w/spoilers.</i>
G80	Axle, rear, posi, 4.10	<i>A 12 bolt housing with a special ring/pinion replaced the standard units under COPO 9737.</i>
J50	Brakes, power	<i>This option was required by Chevrolet on all COPO cars ordered.</i>
J52	Brakes, power disc front	<i>This option was required by Chevrolet on all COPO cars ordered.</i>
L78	396/375hp "L-78" engine	<i>This was the highest rated 396 available in the Camaro, and was replaced with the L-72 when COPO 9561 was ordered.</i>
N40	Steering, power	<i>Optional</i>
U17	Instrumentation, special	<i>Optional</i>
U63	AM radio	<i>Optional</i>
VE3	Bumper, special front	<i>Optional</i>
X11 or X44 or X66	Fisher Body Code	<i>Early cars were either X11 or X66, while cars built after March are X44.</i>
Z21	Exterior style trim group	<i>Optional</i>
Z23	Special interior group	<i>Optional</i>

COPO #s ordered:

9561	427/425hp "L-72" engine	<i>This deleted RPO L78 and added RPO L72, along with RPO ZL-2 (cowl hood), RPO V48 (heavy duty 4-core radiator), and RPO F41 (high performance suspension w/special springs/shocks).</i>
<i>COPO engine code: MN = 4-speed, MO = automatic</i>		
9737	Sports Car Conversion	<i>This added 15 x 7 Rally wheels, a 140 mph speedometer, and a 13/16" front stabilizer shaft.</i>
<i>COPO rear end code: BE = special HD, 4.10 posi</i>		
<i>Transmission code: P9xxxB = M-21 or 69Xxxx = 400TH</i>		

6 Colors Ordered:	Stripe color:	
<i>Daytona Yellow (code 76)</i>	Daytona Yellow w/white stripe	Daytona Yellow w/black stripe
<i>Fathom Green (code 57)</i>	Fathom Green w/white stripe	Fathom Green w/black stripe
<i>Hugger Orange (code 72)</i>	Hugger Orange w/white stripe	Hugger Orange w/black stripe
<i>Le Mans Blue (code 71)</i>	Le Mans Blue w/white stripe	Le Mans Blue w/black stripe
<i>Olympic Gold (code 65)</i>	Olympic Gold w/white stripe	Olympic Gold w/black stripe
<i>Rally Green (code 79)</i>	Rally Green w/white stripe	Rally Green w/black stripe

Identifying marks:

Most of the '69 Yenko Camaros were fitted with stripes and emblems, although there were some cars ordered stripe and/or emblem delete. Yenko also offered aftermarket gauges, headers, shifters, and Atlas wheels as extra cost options.

In '69, they utilized the COPO pipeline to get the factory to install 427s into the Camaro. Here is a ['69 Yenko Camaro](#), 1 of 5 Daytona yellow automatics. Or, for those who would rather blend into the darkness, a [Fathom Green '69 Yenko Camaro](#). [Fathom Green](#), such as on this ['69 Yenko Camaro](#), proved to be a very popular color on the Camaros. Another one of the 6 colors offered on the Camaro was [LeMans blue](#).

1969 Yenko Chevelle



Number Produced:

4-speeds:

Autos:

Total: 99

RPO #s ordered:

C08	Vinyl roof	<i>Optional</i>
G80	Axle, rear, posi, 4.10	<i>12 bolt housing, and a special ring/pinion replaced the standard units under COPO 9737.</i>
J50	Brakes, power	<i>This option was required by Chevrolet on all COPO cars ordered.</i>
J52	Brakes, power disc front	<i>This option was required by Chevrolet on all COPO cars ordered.</i>
L78	396/375hp "L-78" engine	<i>This was the highest rated 396 available in the Chevelle, and was replaced with the L-72 when COPO 9561 was ordered.</i>
M-21 or M-40	Close ratio 4-speed or automatic transmission	<i>Either a Muncie 4-speed or a 400 Turbo-Hydramatic auto was required for all COPO cars.</i>
N40	Power steering	<i>Optional</i>
U63	AM radio	<i>Optional</i>
V48	Radiator, heavy duty	<i>This option was required by Chevrolet on all COPO cars ordered.</i>

COPO #s ordered:

9562	427/425hp "L-72" engine	<i>This deleted RPO L78 and added RPO L72, along with RPO V48 (heavy duty 4-core radiator).</i>
	<i>COPO engine code:</i>	MQ = 4-speed, MP = automatic
9737	Sports Car Conversion	<i>This added 15 x 7 Rally wheels.</i>

COPO rear end code: KQ = special HD, 4.10 posi

Transmission code: P9xxxB = M-21 or 69Xxxx = 400TH

Identifying marks:

Yenko Chevelles could have come with any/all/none of the following options: Yenko hood stripes, Yenko side stripes, head rest decals, "Torque Thrust" style wheels, aftermarket tach, aftermarket gauges, Yenko emblem(s), 427 emblem(s), [NOTE: to see how the Yenko Chevelles were equipped when they arrived at Yenko Chevrolet from the Chevrolet assembly plant, check out the COPO page.]

8 Colors Ordered:	Stripe Color:	
<i>Butternut Yellow (code 40)</i>	Butternut Yellow w/white stripe	Butternut Yellow w/black stripe
<i>Dover White (code 50)</i>	Dover White w/white stripe	Dover White w/black stripe
<i>Daytona Yellow (code 76)</i>	Daytona Yellow w/white stripe	Daytona Yellow w/black stripe
<i>Fathom Green (code 57)</i>	Fathom Green w/white stripe	Fathom Green w/black stripe
<i>Garnet Red (code 52)</i>	Garnet Red w/white stripe	Garnet Red w/black stripe
<i>Hugger Orange (code 72)</i>	Hugger Orange w/white stripe	Hugger Orange w/black stripe
<i>Le Mans Blue (code 71)</i>	Le Mans Blue w/white stripe	Le Mans Blue w/black stripe
<i>Olympic Gold (code 65)</i>	Olympic Gold w/white stripe	Olympic Gold w/black stripe

For those of you who want room to move around, how about this ['69 Fathom Green Yenko Chevelle](#). How about this [Olympic Gold, automatic, Chevelle](#). If you want something more discreet, try this [Butternut Yellow Yenko Chevelle](#) with rally wheels. An exact opposite would be this [write-me-a-ticket-red Chevelle](#). Why can't they build family cars like this anymore?

1969 Yenko Nova



Number produced:

4-speeds:

Autos:

Total: 37

RPO #s ordered:

C08

Vinyl roof

Optional

G80

Axle, rear, posi, 4.10

It is believed Yenko ordered the 4.10 ratio for the Novas.

Rear end code: BV = special HD, 4.10 posi

J50

Brakes, power

This option was required on the L78.

J52

Brakes, power disc front

This option was required on the L78.

L78 396/375hp "L-78" engine

This was the highest rated 396 available in the Nova, and it is believed the '69 Yenko Novas started out as SS396 cars.

*Engine code: **JH** = 4-speed, **JL** = automatic*

*Transmission code: **P9xxxB** = M-21 or **69Xxxx** = 400TH*

N40 Power steering

Optional

U63 AM radio

Optional

Outstanding features:

Not for the faint at heart was the '[69 Yenko Nova](#). Packing the ground thumping 427, it was literally a handful, or, as some articles have suggested, "[Untouchable](#)" (in price and quickness). If it wasn't for the Yenko stripes, you might overlook this [Yenko Camaro](#) as your grandmother's car...until you drove it, of course!

1970 Yenko "Deuce" Nova



Number produced:

4 speeds: 122

Autos: 53

Total: 175

RPO #s ordered:

731 Standard interior, black

This was the standard black vinyl, bench seat

G80 Axle, rear, posi, 4.10

12 bolt housing, and a special ring/pinion replaced the standard units under COPO 9737.

JL2 Brakes, power, w/disc front

This option was required by Chevrolet on all COPO cars ordered.

L65 350/250hp engine

This was the base 350ci engine in the Nova, and was replaced with the LT-1 when COPO 9010 was ordered.

M20 or M35 Wide ratio 4-speed or 350 Turbo-Hydramatic transmission

The M20 was the base 4-speed transmission in the Nova, while the 350TH was the base 3-speed automatic transmission in the Nova.

Both of these transmissions were replaced by either the M-21 or 400TH whenever COPO 9737 was selected.

N10	Exhausts, dual	Dual exhaust was standard on 250hp or base V-8 (307) engines.
U63	AM radio	The AM radio was standard.
ZJ3	Special interior group	This included the bright trim on pedals, mirror, dome light, ect.

COPO #s ordered:

9010	350/360hp "LT-1" engine	This deleted RPO L65 and added the same engine as used in the Z/28 Camaro.
COPO engine code: CTB = 4-speed, CTC = automatic		
9737	Sports Car Conversion	This deleted F40 and M-20, and added the F-41 suspension (which included the addition of a 13/16" front sway bar and added a rear sway bar, and was originally an SS only option), either the M-21 or 400 Turbo-Hydramatic transmission, and a special heat-treated ring and pinion.
COPO rear end code: CBW = special HD, 4.10 posi		
Transmission code: P0xxxB = M-21 or 70Wxxx = 400TH		

First 125 cars (5 colors ordered):		
Cortez Silver	Cortez Silver w/white stripes	Cortez Silver w/black stripes
Cranberry Red	Cranberry Red w/white stripes	Cranberry Red w/black stripes
Fathom Blue	Fathom Blue w/white stripes	Fathom Blue w/black stripes
Forest Green	Forest Green w/white stripes	Forest Green w/black stripes
Gobi Beige	Gobi Beige w/white stripes	Gobi Beige w/black stripes
The first 125 cars were ordered in 5 colors, with 25 cars of each color being ordered, but there was an uneven split of cars ordered with the 4-speed, automatic, and power steering options.		
Last 50 cars (5 colors ordered, including 3 new colors):		
Citrus Green	Citrus Green w/white stripes	Citrus Green w/black stripes
Cranberry Red	Cranberry Red w/white stripes	Cranberry Red w/black stripes
Fathom Blue	Fathom Blue w/white stripes	Fathom Blue w/black stripes
Hugger Orange	Hugger Orange w/white stripes	Hugger Orange w/black stripes
Sunflower Yellow	Sunflower Yellow w/white stripes	Sunflower Yellow w/black stripes
Due to demand, 50 more cars were ordered, this time with 3 new colors replacing 3 old colors, and 10 cars of each color were ordered. Once again, there was an uneven split between cars ordered with the 4-speed, automatic, and power steering options. It is believed this second order of cars were most likely modified with Yenko specifics of stripes, wheels, Dixco hood tach , ect. by Hurst Performance in Detroit, MI.		
Identifying marks:	Yenko Novas could have came with any/all/none of the following options: Yenko Deuce side stripes, Yenko Deuce hood stripes, Deuce interior decal, Yenko emblem(s), "Torque Thrust" style wheels, Dixco hood tach , after market guages, [NOTE: to see how the	

Yenko "Deuce" Novas were equipped when they arrived at Yenko Chevrolet from the Chevrolet assembly plant, check out the COPO page.]

1971-3 Yenko "Stinger II" Vega



Number produced:

4-speeds:

Autos:

Total:

RPO #s ordered:

COPO #s ordered:

Colors ordered:

1981 Yenko "Turbo Z" Camaro



Number produced:

4 speeds: 0

Autos: 19

Total: 19

RPO #s ordered:

1FP87 Z-28 sport coupe

This included a special ducted hood, special shocks/springs, HD stabilizer bars, dual exhaust, power disc brakes (front), and body colored 15x7" wheels with white-lettered tires. The base engine/trans for the Z-28 was the LG4 (305ci/165hp) and 4-speed wide range transmission. All '81 Yenko Camaros started out as Z-28 cars.

LM1 Engine, V8; (350ci/175hp)

The 350ci V-8 was optional with the Z-28, but mandatory on all Yenko Turbo Zs.

Engine code: D5B = automatic

MX1 Transmission, automatic;
THM350c

This was the mandatory transmission on the Z-28.

Rear end code: PW = 3.08, posi

Transmission code: Y1xxx = THM350c

Yenko options: Stage I

T.I. Turbocharger, automatic transmission, Stage I wheels, Turbo Z graphics. The Stage I package was standard equipment on all '81 Yenko Camaros, but all factory options (except sunroof) are available, as well as

Stage II

any of the Stage II options..

Same as Stage I, plus: fully adjustable Kamp leather seats, leather competition steering wheel, Turbo Z special floor mats, Koni shock absorbers, modified stabilizer bars, modular wheels, and Goodyear Wing-foot tires. Along with the Stage II package, all factory options (except sunroof) were available.

Colors ordered:					
Turbo Black	Turbo Blue	Turbo Brown	Turbo Red	Turbo Silver	Turbo White

After the insurance companies and the oil crisis hit, Yenko's high performance department cooled off a little. In 1981, Yenko decided he needed another kick--the ['81 Yenko Turbo Z](#). This car was the last car built as the dealership changed ownership. This car has 32,000 miles and is believed to be #19. The mostly original interior, and mostly original paint and graphics are still in tact.

Sources:

Marlin Spotts, Yenko Deuce Registry

Ed Cunneen, COPO Connection

Charlie Doerge, Yenko Stinger
Registry

Brian Henderson, Supercar
Workshop

[Return to the Supercar Registry](#)